

## CHAPTER V

### RECOMMENDATION

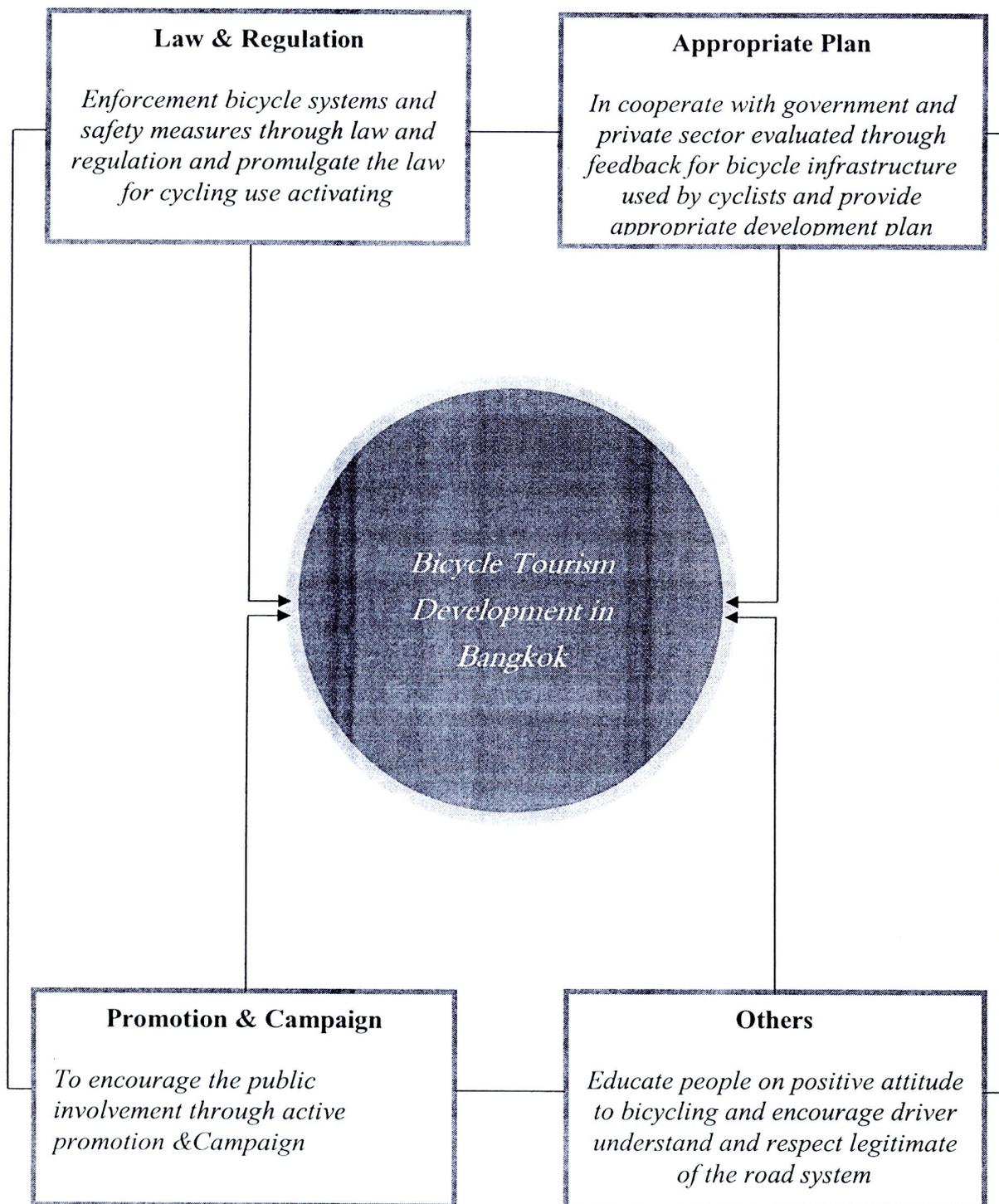
The research was a case study of Rattanakosin Island in Bangkok where an assessment of Bicycle Tourism Development was undertaken dealing with cycling infrastructure conditions, as well as the cyclists' viewpoints to provide the requirements for future development of bicycle tourism. These were based on literature reviewed, published government documentation, concept ideas and data collected from cycling communities through in-depth interviews and direct researcher observations together with a physical check list and photographs.

The study included getting input to help identify key issues and concerns. Feedback was solicited from cyclists who are association members, and others involved with bicycle issues. The final report will include collisions and cycling infrastructure conditions assessments, additional education and enforcement measures needed, proposed changes to the studies area cycling network plan and an implementation plan that takes into account the most critical safety problems while identifying what are the cyclist requirement to improve.

The recommendations arising from this research is made up of the improvement of physical elements of cycling infrastructure which appear most fundamental elements to encourage the development of bicycle tourism development in Bangkok as well as the government sector concerned;

#### **Recommendations for the appropriate guidelines of bicycle tourism development**

The development of bicycle tourism will be useful with 3 fundamental elements that interrelated between Law and Regulation, Promotion and Campaign and appropriate plan implemented to bicycle tourism provide the benefit to tourism stakeholders. Therefore the researcher draw the guide line diagram to provide clear picture of how 3 elements would encourage to the bicycle tourism development. This guideline adapted from the comprehensive paradigm of bicycle plan in Korea (2010, p. 25) as appear to indicate significant bicycle infrastructure development



**Figure 10 Bicycle Tourism Development in Bangkok Guideline**

### **Recommendations of implement laws and regulations**

Initially it is recommended that the cycling city laws and regulations would need to plan to fulfill and make sense of safety cycling in order to support experienced bicyclists and the general public interested in cycling in Bangkok.

1. System recommendations from the government side to policy actions and strategies for the development of a comprehensive on safety cycling rule. Therefore the matter of disregard may discipline more important, person in charge is indicated.

2. The visibly unsafe cycling currently mostly found was that of cars and speeding drivers; thus the regulation from government policy would help to mention other vehicle respect to bicyclist while closer to bike route. This also including rules that other vehicle prohibition parking over bicycling route.

### **Recommendations of implementing an appropriate plan**

The appropriate plan needs to consider how best to improve and develop bicycle infrastructure and integrate with other public infrastructure thus the appropriate plan allow the efficiency use and future improvement.

1. In project design of improving the cycling infrastructure more attention should be paid to diverse kinds of cycling facilities that suitable in each area. It is recommends the following hierarchy of measures to select the appropriate design solution that meet international standard.

2. Parking facilities: Parking facilities are important to manage large numbers of bicycles in public space, and to avoid theft this consider security to private bicycle.

3. The bicycle road network recommendations presented have been developed through review and consideration of community demographics, location of destination points, development information, and incorporation of existing planning initiatives. The goal of the effort is the development of a bicycle accommodation network that ensures access and connectivity between residential areas and community activity centers.

4. Through available resource to existing therefore, the priority development of cycling tourism should be focused on creating access to transit stops, schools, parks, public facilities, business centers and other primary destinations in order to make up diversity accessible attraction.

5. Integration of infrastructure for different modes: connecting route, street and facilities should have good access to public transport. Provided parking facilities for bicycles at public transport stations is an important requirement for using the high potential of cycling as a public transport feeder.

6. Infrastructure is more than networks and street design. Delivery services at all types of shopping venues, restrooms in public spaces and showers, lockers and changing rooms for employees all count. Companies can give bicycles on special conditions to their employees or offer repair services. All these additional elements further support the success of provided.

7. The government sector should look for opportunities to partner with other planning private sector and regional bicycle advocacy organizations to promote legislation that supports the development of bicycle facilities.

#### **Recommendations of implementing promotion and campaigns**

The promotion and campaign would broaden bicycle tourism to everyone more important, the campaign of cycling tourism should coherence in order to lead the future development.

1. To facilitate development and promote broad system use, education and encouragement programs that promote safe use and highlight the benefits of biking as a transportation mode will be necessary. Education should include information on how to properly and safely use the bicycle facilities. In addition, motorists should be educated to understand that road bicyclists and pedestrians are legitimated and expected users of the road system.

2. Promote bicycle touring and recreation to attraction area through international channel in order to lead the infrastructure development reaches international standard. Moreover, the promotion and campaign motivating people to be well-known of bicycle tourism.

#### **Recommendations of implement other elements**

The significant of bicycle tourism development is to establish educational programs and materials that focus on road rules, safe behaviors, and road responsibilities of cyclist, motorists, and pedestrians.

Implementation of the Bicycle Tourism plan will promote bicycling as a safe and attractive transportation alternative. A bicycle transportation network will serve to

improve cycling tourism in Bangkok by providing an alternative travel option to residents of the City and improved access to other modes of transit; allowing for better access to goods, services and activities under tourism sector.

### **Recommendation for future research**

The case study of bicycle infrastructure development in Rattanakosin Island allowed opportunity to continue in several issue to be study as;

1. To study toward the international standard of bicycle tourism infrastructure.
2. To study the requirement of international cyclist toward to bicycle tourism in Thailand.
3. The other case study of others tourist attractions that provide bicycle tourism.

### **Conclusion**

This researcher acknowledges of the limitations in the study. First, the author decided to change the research methodology due to the flood situation in Bangkok during the survey time on March 2012. There was a change from questionnaire to a site based check list and photograph to demonstrate the challenges and results of the research. Secondly, the project “Bangkok Green Bike” was closed during final phase of research, therefore it was decided that the sampling to cyclists within Rattanakosin area would have to move. This then made the 8 key participants for interviews a very low number of respondents. In addition, the issue of bicycle tourism had had very limited research in Thailand thus the relevant literature relies mostly on international journals and research. Despite these limitations, the findings indicated throughout the case study a clear picture the areas that need to be developed in the future of bicycle tourism in Bangkok.

